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A. S. WATSON & CO.  
LIMITED,  
THE HONGKONG DISPENSARY.

## BIRTH.

On the 25th September, at 1, Canton Villas,  
Kowloon, the wife of W. CLAYTON DREW, of a  
daughter.

## DEATH.

On the 15th September, at Tientsin, WILLIAM  
RUTHERFORD LITTLE, Major, The Hongkong  
Regiment, aged 42 years. Deeply regretted  
by his brother officers.

## The Daily Press.

HONGKONG OFFICE: 14, DES VETTES ROAD CL.  
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 26th September, 1901.

In the Blue-book on China No. 7 (1901), issued last month, under the title of *Correspondence respecting the Imperial Railways of North China*, official particulars are at length given of the various Anglo-Russian disputes which have occurred during the Allies' operations in North China. As the question of the "concession" to Russia at Tientsin has been comparatively obscure in the absence of full official details, the portion of the Blue-book dealing therewith deserves careful attention. The outlines of this story of impudent Russian land-grabbing—based on "right of war", since Russian soldiers had died in defence of attacks on the settlements from that quarter—need not be repeated; but fresh light thrown on the subject by the Government despatches may be welcome. Lord Salisbury telegraphed to Sir E. Sarow on the 9th November, 1900, asking for the facts and circumstances of the case, a Russian telegram from Tientsin having announced that General Linvieux had officially informed the Consuls that Russia had, by right of conquest, annexed the land on the river bank opposite the British and German settlements. Sir E. Sarow, replied, in effect, that this was so, and the British Acting-Consul-General had in answer to the Russian General reserved all British rights. Previously, however, Mr. C. W. CAMPBELL on the 8th November had written a letter, which was not received by Lord Salisbury until the 7th January of the present year, in which he gave particulars of the Russian claim. We quote one paragraph:—

"On my arrival here at the beginning of October my attention was drawn to the Russian flag planted along the opposite bank of the river, and I found a written complaint awaiting me from Messrs. FORBES and Co., that Russian flags and notices were placed on British-owned property, of which they are the agents, without their authorisation. I sent the correspondence relating to this complaint to Sir CLAUDE MACDONALD. On 3rd October, General LOBNE-CAMPBELL addressed me a letter,

objecting to obstruction from the Russian military authorities near the railway station, which letter I transmitted to Sir CLAUDE MACDONALD on Oct. 4, with the comment that up to then the question involved appeared to be a purely military one, and that I did not propose to take any action here without instructions from Peking. On 25th October, Messrs. BUTTERFIELD and SWIRE informed me that land on the opposite bank belonging to their firm was marked with Russian flags, and on my referring their letter to the Russian Consul with a request for the removal of the flags, I was told that Messrs. BUTTERFIELD and SWIRE should apply directly to the Russian headquarters in the matter. I instructed their agent to do so, and he informs me that he has had no inconclusive, though friendly, interview with Prince WOLKONSKY, the Russian officer charged with these affairs, and that a definite reply is to be given him in another interview, which has been fixed for Monday, the 12th."

Mr. CAMPBELL proceeded to point out that, in his view, if any nationality had a claim more than others to the land in question it was the British. It had become valuable in consequence of the capital sunk, mostly by British subjects, in the British Concession; parts of it were owned by British subjects, and other parts belonged to the North China Railway, in which British capital was largely invested. It seems to be quite an inversion of the ordinary view of vested interests, he wrote, which can allow the Russian Government to take advantage of the present complications to acquire gratis a piece of land which British subjects have made valuable by forty years of effort.

On the 20th November, Lord SALISBURY received from the British and Chinese Corporation, who had telegraphed to their representatives in China for information, a protest against Russia's action, as most prejudicial to British interests and to the bondholders of the Northern Railway, and a request that Her Majesty's Government should make representation to Russia. On the 26th of the month Lord SALISBURY desired Sir E. Sarow to report by telegraph any details he could obtain about the seizure of land. Sir E. Sarow replied on the 28th November, stating that Russian flags had been hoisted on the properties of BUTTERFIELD and SWIRE, COVINGS, and DICKINSON and that the Russian military authorities offered to remove them on condition that the title to the ground was recognised as valid by the Russian and British Consuls as having been acquired before the Russian occupation, and that the firms would undertake not to hoist British flags "until the flag question should be settled by common accord." The Consul-General at Tientsin, he said, lodged a protest on the 17th November against the placing of Russian flags on British subjects' property, and he had approved this protest. Further messages passed between the Foreign Office and Peking, as well as the British and Chinese Corporation, whereby fuller particulars of the extent of the Russian annexation were ascertained. The Corporation stated that the land alluded to was by a clause of the 1899 Loan Agreement, included in the mortgage to the bondholders of the Northern Railway. Meanwhile, on the 13th November, Messrs. BUTTERFIELD and SWIRE's representative at Tientsin wrote to Acting Consul-General CAMPBELL, stating that in accordance with his advice they had interviewed Prince WOLKONSKY, the Russian officer detailed for attention to the matter.

"We explained to him," says Mr. FISHER, "that the property in question was ours, and that, as British subjects, we objected to the raising of Russian flags on our land, and we respectfully requested their removal. We explained that if our assurance of ownership were not sufficient, satisfactory assurance to this effect could be obtained by enquiry at the British Consulate-General. The Prince promised to convey our wishes to the Russian General Linvieux, and he communicated the General's reply, which he did at an interview by appointment yesterday. The General's reply was to the effect that the land was occupied by right of war, as Russian soldiers had died in defence of attacks on the concessions from that quarter. We mentioned incidentally that British troops also had died in the same defence, but pointed out how entirely irrelevant such matters were as a justification for the assumption of rights over British property. The Prince laboured to draw a distinction between occupying the land and taking possession of it, and in illustration he indicated that it would be quite possible that the Russian authorities, while approving our 'particular rights,' might still retain a somewhat general and indefinite right embracing our own. To this we expressed unqualified dissent, maintaining that, as British subjects, we could admit no Russian rights of any kind over our own property. We pointed out to the Prince that, whatever the Russian intentions might be with regard to land on the opposite side of the river, it could scarcely be to their interest to molest us as they were doing. We explained that our objects were by no means obstructive, as any scheme for improvement would be likely to enhance the value of our property. Briefly, the result of our interview was that the Russian General was unwilling to remove the flags, as he occupied our land by what he described as right of war, and by that for satisfaction, we must refer to our Consul."

The Russian reply was as given in Sir E. SAROW's telegram of the 28th November,

referred to above, in answer to which Messrs. BUTTERFIELD and SWIRE stated that the land was purchased by them before the Russian troops came to Tientsin, and that they could admit no Russian rights of any kind over the property. The Tientsin British Municipal Council also protested, urging that the British had the strongest claims to the land in question; if it were to pass under foreign control. Diplomatic proceedings followed, the Russian official assurances being admirable, but as usual unaccompanied by any pretence at action in accordance with them. On the 9th January Sir E. Sarow wrote to Lord SALISBURY that Mr. TOWER had called at the Russian Legation at Peking, and that Russia put forward an Agreement between M. de GIBBS and Li HUNG-CHANG, dated 31st December, 1900, whereby Russia was granted a concession at Tientsin east of the Peiho, a circular to this effect having been circulated by M. N. PORRE, Russian Consul ad interim, on the 6th January, 1901. The "siding incident" followed, the details of which are familiar to our readers, and the settlement of which was ultimately referred to Count von WALTHERSE. Here, as far as the Blue-book is concerned, the matter ends. The ultimate decision, however, with respect to Russia's claim is still to come.

TO-DAY at the meeting of the Legislative Council the Hon. T. H. WHITEHEAD will give notice of the question:—"Will the Honourable the Attorney-General lay upon the table a copy of the depositions taken by the Magistrate at the enquiry, held at the Magistracy on 30th August, 'last under Ordinance No. 7 of 1889, into the death of forty-three persons, consequent upon the collapse or tumbling down of houses Nos. 32 and 34, Cochrane Street, on the night of 14th item, together with a copy of the Magistrate's decision or 'finding thereon.'" In another column will be found the verdict delivered at the Magistracy yesterday morning on the Cochrane Street house collapse. With all deference due to so able a magistrate as Mr. F. A. HASELHARDT, we proved himself to be again and again, we cannot but feel that we are voicing the opinion of the community when we say that the verdict cannot be accepted as a satisfactory and final summing up on this terrible calamity. Forty-three deaths were caused, and yet we find no direct word of blame in the Magistrate's award for any one concerned. We are told that the buildings were taxed beyond their strength, that they were not properly erected in the first instance, that the additions were not made in accordance with the approved plans, that the provisions of the Building Ordinance were not carried into effect, that the present Public Works Staff is inadequate for the work it has to do. All this we know before. What we want to know now is whether any one is to pay the penalty for the dreadful loss of life to which these circumstances contributed. Is no censure to be passed on any one, and is there to be no result from the investigations made? We cannot believe this. The Government cannot remain under the imputation of heartlessness and indifference to the loss of human life. The time is now, if ever, for an unflinching attitude toward the situation which has arisen, and the authorities cannot preserve their credit at the same time as they hesitate to perform their plain duty.

Yesterday the British transport *Penarth* left for Taku.

One fresh case of plague (Chinese), ending fatally, was reported during the 24 hours ending at noon yesterday.

The general annual meeting of the members of the Hongkong Football Club will be held this afternoon in the Cricket Pavilion at five o'clock.

The new Philippines Tariff is under discussion at Manila. The German Consul objected to the tax on scissors, and the Spanish firms wish to have the coming into force of the new tariff delayed for another six months.

We have received a set of values entitled *Olvidando (Forget me)* from the composer Senor A. G. Escamilla. The values are pretty and the composer is to be congratulated on his production which should command a ready sale.

On the night of the 17th inst. an Irish-American beachcomber stabbed the watchman of the Sailors' Home, Singapore, for refusing him admittance. The man was caught after a quarter-of-a-mile race. The watchman was seriously, but apparently not fatally, wounded.

Governor Taft of the Philippine Islands has issued a proclamation to the effect that all flags upon government and departmental buildings throughout the islands are to be at half-mast for thirty days out of respect for the late President McKinley, and all officers and civil employees are to wear a badge of mourning on their left arm for a like period.

The Indo-China and Yunnan Railway will have Baron Hely d'Olme as chairman, M. Alexis Rostand, vice-chairman, and M. Stanislas Simon, administrator. The other directors are M. Paul Demarex, Ludovic du Sancy, H. E. Boyer, Firmin Raimbault, Edouard Gouin, H. Wiener, Edgard de Sancy, and Raimbault. The commissaries are MM. E. A. C. Dumodoin, Alfred Bourgeois, and Gerard Lefevre-Pontalis.

Manila is to have a medical society.

Carlos Palanca, son of the late Don Carlos Palanca of Manila, has arrived at that city.

H.M.S. *Brisk*, whose commission will be up in November next, will, it is said, be relieved by one of the *Pelorus* class of cruiser.

In Cebu, P.I., three murderers escaped from the provincial goal. The chief gaoler has been arrested and is to be tried for conniving at their escape.

The Philippines Constabulary are to be armed with 45 Remington double-barrelled shot-guns. These guns are said to be more effective for the purposes required than rifles.

We understand that the British North Borneo Farms have been let for three years by private arrangement to a Chinese Syndicate interested in the Singapore Opium Farm.

An invitation has been sent to Ceylon to visit the Straits for cricket in February next. The Ceylon up-country clubs are being consulted, and a reply will be sent to the E.C.C. in due course.

The case of *Dr. Roxas*, the Filipino musician who some time ago stabbed Miss Zares in the abdomen with a pocket-knife, was before Mr. Kemp, Acting Magistrate, yesterday afternoon, and was adjourned until the 2nd prox.

A telegram has been received in Tokyo from the Korean capital stating that France is now actively endeavouring to succeed in the informal negotiations which were lately opened with Korea with the object of obtaining a naval station, a coal-depot, and a piece of land for the establishment of an hospital at Chang Chik-ro on the southern coast of Korea.

Records of execution occupy some space in Manila papers. The first white man to suffer hanging in the Philippines is to be an American ex-soldier, who will suffer the extreme penalty of the law on the 27th inst. The culprit asked for by his lawyer having been refused. An American negro soldier, who indiscriminately opened fire on several Filipino boys, killing one and wounding three, was hung on the 20th inst., at Fort Maleta, Manila.

Major William Rutherford Little, of the Hongkong Regiment, whose death at Tientsin on the 13th inst. we regret to announce to-day, has for some time been ailing and only recently returned to the Colony from sick-leave. He left again for North China very soon, and no information has since been made public as to his condition. His death comes as a great shock to his friends. Major Little gained his 2nd Lieutenantcy in 1880, his Lieutenantcy in 1881, his Captaincy in 1891, when he served with the second Miranuzi Expedition, gaining the medal with clasp, and became Major on the 14th January, 1900. He came to the Hongkong Regiment in 1897 from the 21st Punjab.

The following story is from Sir Charles Elliot's East African Blue-book, which we recently referred to:—"On the occasion of a funeral of a Bishop, the King of the country was hidden to the service. He came half dead with fear; his presence could be desired for only one reason: he was to be buried alive with the Bishop in order that the latter might present him as a convert in the colonial regions. The ceremony seemed so natural, so appropriate, that his own officials could not even formulate a protest. When at the conclusion of the service he still found himself outside the grave, he went away very glad indeed, but feeling that the ways of Europeans were absolutely incomprehensible."

According to a Foochow despatch, besides the turning of the college in this city into a College of Western Learning in obedience to a recent edict, certain officials and gentry have also begun to establish extra schools on similar lines, under their own immediate patronage and expense—these extra schools to be established by the gentry and supported by subscriptions amongst themselves. Amongst the more prominent officials who have begun on the new lines may be mentioned Ching Sing, the Tartar General of Foochow, who has established a school in the temple of the Queen of Heaven, where teachers have been engaged to instruct a class of forty scholars, Chinese and Manchus, in English and French.

## CORRESPONDENCE.

[We do not hold ourselves responsible for the opinions expressed by our correspondents.]

## THE INTERPORT MATCHES.

TO THE EDITOR OF THE "DAILY PRESS."  
HONGKONG, 25th September.  
SIR,—May I suggest to the Committee of the Hongkong Cricket Club to charge an admission fee on all non-members availing themselves of the use of the match which it is proposed to erect in connection with the Interport Matches? Such is done by the Football Club, the Y.C.C., &c., and the fees would defray part of the cost of the match. —Yours, etc.,  
A MEMBER.

## LATEST STEAMER MOVEMENTS.

The C.P.R. steamer *Empress of China* arrived at Kobe at 8 a.m., on the 25th inst., and left again at 9 a.m. same day for Shanghai, where she is due to arrive at 1 a.m., on the 28th inst. The P. & O. steamer *Tientsin* left Singapore for this port on the 25th inst., at 6 a.m. The P. & O. steamer *Indragiri* sailed from M. on the evening of the 24th inst. for Hongkong. The steamer *Hilgeln* left New York for Straits, Hongkong, China and Japan on the 22nd inst.

## TELEGRAMS.

## "DAILY PRESS" SERVICE.

[FROM OUR CORRESPONDENTS.]

## THE WAR IN SOUTH AFRICA.

LONDON, 24th September, 8 p.m.

## BOERS LEAVING NATAL.

Lord Kitchener reports that the Boers appear to be retiring from Natal.

## GENERAL NEWS.

LONDON, 24th September, 8 p.m.

## THE MARKETS.

Cotton both at Liverpool and at New York is falling. Copper is active at lower rates.

## REUTER'S SERVICE.

LONDON, 23rd September.

## FRANCE AND RUSSIA.

The Paris correspondent of the *Times* states that the topics discussed by the Tar and President Loubet were:—The positions of the two countries in Near and Far Eastern questions; the strained relations existing between France and Turkey; and Armenian affairs. It is also stated that Russia has signified her intention of co-operating with all her strength to the success of French enterprise in the Far East.

## THE "COBRA" WRECK.

It transpires that the t.b. destroyer *Cobra* sank in seven fathoms of water. No rock can be found in the vicinity of the wreck, and it is now inferred that the vessel was lost through simply breaking in two.

## THE COCHRANE STREET COLLAPSE—VERDICT.

Mr. F. A. HASELHARDT, Police Magistrate, yesterday morning returned the following verdict as to the Cochrane Street house collapse:—The evidence in this enquiry does not disclose what was the immediate cause of the collapse of No. 32 and No. 34, Cochrane Street on the night of the 14th day of August, 1901.

The following conditions and circumstances in my opinion probably contributed to the said collapse:—

- (1) The existence of a blacksmith-shop on the ground floor of No. 32, Cochrane Street. It was proved in evidence that vibration has a tendency to weaken the walls of a house.
- (2) On the ground floor of No. 34, Cochrane Street was a cockloft used by the tenant, who was a contractor, for storing bean and planks.
- (3) The defective construction of the party wall between No. 32 and No. 34, Cochrane Street. It was proved in evidence that the said party wall was badly loaded, and that the heart of the said wall was hollow and filled up with small pieces of bricks.
- (4) The existence of an extra story, which was put on each of the said houses six or seven months prior to the collapse.
- (5) That the showery weather prior to the collapse, hot sun and then a heavy shower, would have caused a considerable contraction and expansion of the material, and, acting on the old walls, would have considerably tended to the collapse.
- (6) That there was a deviation by the owner from the approved plans while altering the two houses, the principal deviation being the building of an arch instead of a wall and the total absence of internal cross walls.

Putting myself in the position of a coroner's jury, I make the following suggestions or rides:—

- (a) That the existence of blacksmith's shops under tenements should be prohibited.
- (b) That all cocklofts used for storing heavy material be also prohibited.
- (c) That all buildings or work under the Building Ordinance be carried out under the superintendence of a European architect.
- (d) That the provisions of Section 72 of the Building Ordinance, which casts upon the Director of Public Works the responsibility and duty of approving only of such alterations and additions to old work or buildings as will render the building, with the said alterations and additions, absolutely safe (except in cases where the whole of such work or buildings, including the old portion of the structure, when completed, complies with the provisions of the Ordinance) be carried strictly into effect.
- (e) That the provisions of Section 75 of the Building Ordinance, which casts upon the Director of Public Works or officers deputed by him the imperative duty of entering, inspecting, and surveying every building work in progress, for securing the due observance of the provisions of the Ordinance, be carried strictly into effect.
- (f) That the staff of the Public Works Department at present employed to carry out the provisions of the Building Ordinance is insufficient and ought to be increased without delay.

## THE DEATH OF MR. FRANCIS.

REMARKS IN SUPREMACY COURT.

A full sitting was held in the Supreme Court at ten o'clock yesterday morning for the purpose of expressing the sorrow and condolence of the legal profession in the Colony at the sudden death of Mr. J. J. FRANCIS, K.C., at Yokohama on the morning of the 22nd inst. Their Honours A. G. WILKS (Acting Chief Justice) and T. SERRONBY SMITH (Acting Puisne Judge) presided, and beneath them sat Messrs. J. W. NORTON KYRLE (Registrar), J. W. JONES (Acting Deputy Registrar), and L. d'ALMEIDA (Clerk). The members of both branches of the profession present were:—Hon. H. E. POLLOCK, K.C. (Acting Attorney-General), Mr. F. A. HASELHARDT (Police Magistrate), Mr. E. H. SHARP, Mr. E. ROBINSON, Hon. Dr. Ho Kai (barrister-at-law), Mr. C. A. D. MELLOR (Chief Clerk, Magistracy), Mr. H. H. J. GOMPERS (Member, Land Court), Mr. F. B. L. BOWLEY (Crown Solicitor), and Messrs. J. HASTINGS, G. C. C. MARTIN, H. HARTHOUS, C. D. WILKINSON, J. S. HARRISON, E. J. GRIET, K. W. MOUNSEY, F. X. d'ALMEIDA, Castro, O. D. THOMAS, J. F. ROSE, H. P. B. BEAVER, E. A. ROSSER, H. K. HOLMES, J. HAYS, W. B. DEACON, V. H. DEACON, Pontifer, and Wel On.

Acting Chief Justice WILKS, at the first sound of whose voice all present rose to their feet, said:—Mr. Pollock and gentlemen of both branches of the profession, my learned brother and I have called you here because we felt that the sad news which reached the Colony last Sunday morning could not be passed over without some expression on our part of the great loss sustained by ourselves and by the members of the legal profession, of which the late Mr. Francis was such a conspicuous ornament. It so happens that there are not many members of the profession now resident in Hongkong who had a longer acquaintance with Mr. Francis than myself. When I first began to practice here he was the first to welcome me, to encourage me, and to advise me to continue to practice at the Bar, advice which, far from being of my own, I did not take. He subsequently gave me his advice and experience, and always at my disposal, and I invariably profited by them. Afterwards, when I had the honour to take a seat on this Bench, I found his legal knowledge and attainments, and his experience of the Colony of great assistance to me. There are many of us who have had differences of opinion with Mr. Francis, for as he once said to me, "I dearly love a fight in Court," but all these differences ended at the door of this Court, and, outside, I am sure you will agree with me, it would have been difficult to find a more genial or more generous friend. I do not propose to go into the history of Mr. Francis's career during the years he was resident in this Colony, for that has already been done, but I don't think it is too much to say that there are few in this world who have had a more varied career. More than twenty years ago Mr. Francis was a soldier. He then joined the legal profession and became a member of one of the leading firms of solicitors in this Colony, afterwards becoming an eminent barrister in the Colony. Gentleman, that in my opinion, was a record of which any man should be proud, because it was all done by his own untiring talents. In many other directions also Mr. Francis was of great assistance in the Colony, but as they are not connected with our profession I do not propose to enter into that subject at all. It simply now remains to ask you to join us in expressing our sincere sorrow and regret at the loss to the Colony and the legal profession in the Colony sustained by the sudden death of Mr. Francis. A few days ago he left us apparently in good health, and now he is gone. I am sure you will all join us in expressing our condolence to his widow upon the sudden loss which has befallen her. My Lords, when I first appeared as a barrister in this Court over thirteen years ago, I was acting as a junior to our departed friend. At that time he occupied a pre-eminent position amongst the Bar in this Colony, and that pre-eminent position he continued to occupy until his sad and sudden death a few days ago. My Lords, not only in the legal profession was the deceased gentleman conspicuous, but he also rendered distinguished public services in this Colony, and I think that the work which he carried out with his vigour and thoroughness as Chairman of the Permanent Committee of the Sanitary Board in the first plague epidemic of 1894, will not readily be forgotten by those who have the sanitary welfare of this Colony at heart. It is hardly too much to say, my Lords, that for the last fifteen years the deceased gentleman was prominently identified with every matter of important public interest in this Colony, and the Chinese Association, the Navy League, and the Hongkong Odd Volume Society will all have cause to regret his loss. As a secretary of the two latter bodies I was brought into very frequent and close contact with Mr. Francis, and I found him on every occasion a most able and willing helper in the work of these bodies. Doubtless your Lordships will allow me to mention, in connection with the private life of the deceased, a fact which is perhaps not sufficiently well known—namely, that he had on many occasions performed acts of civility in a quiet and unobtrusive manner, and I think, my Lords, these must be many persons now in this Colony to whom the sad news of his death will have come home, with a very keen sense of personal loss, and I would venture to predict, my Lords, that when the striking thought somewhat transcends the triumphs of the advocate, the deceased gentleman has performed what will ever remain green in the lives and hearts of the many who have been benefited by them, a lasting memorial to him, which will not be effaced.

The Court then adjourned sine die.







## VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections, commencing from Green Island, and those vessels berthed at the Kowloon Wharf, together with the number denoting the section.

1. From Green Island to the Harbour Master's  
2. From Harbour Master's to Blake Pier.  
3. From Blake Pier to Naval Yard  
4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c. via Ports of Call	CHUSAN	Brit. str.	2 m.	C. L. Daniel	P. & O. S. N. Co.	On 25th inst. at Noon.
LONDON	AXAX	Brit. str.	2 m.	B. H. W. Snow	BUTTERFIELD & SWIRE	On 1st October.
LONDON	FORMOSA	Brit. str.	2 m.	B. H. W. Snow	P. & O. S. N. Co.	On or about 5th October.
LONDON	PREHUS	Brit. str.	2 m.	B. H. W. Snow	BUTTERFIELD & SWIRE	On 15th October.
LONDON	CLYTHAS	Brit. str.	2 m.	B. H. W. Snow	BUTTERFIELD & SWIRE	On 25th October.
LONDON	NESTOR	Brit. str.	2 m.	B. H. W. Snow	BUTTERFIELD & SWIRE	On 25th October.
LONDON	MACHAON	Brit. str.	2 m.	B. H. W. Snow	BUTTERFIELD & SWIRE	On 25th October.
LIVERPOOL DIRECT	ULYSSES	Brit. str.	2 m.	B. H. W. Snow	BUTTERFIELD & SWIRE	On 25th October.
LIVERPOOL DIRECT	DARDANUS	Brit. str.	2 m.	B. H. W. Snow	BUTTERFIELD & SWIRE	On 25th October.
BREMEN, via Ports of Call	PREUSSEN	Ger. str.	2 m.	B. H. W. Snow	BUTTERFIELD & SWIRE	On 25th October.
MARSEILLES, &c. via Ports of Call	SANUKI MARU	Jap. str.	2 m.	B. H. W. Snow	NIPPON YUSEN KAISHA	On 25th October.
MARSEILLES, &c. via Ports of Call	HAKATA MARU	Jap. str.	2 m.	B. H. W. Snow	NIPPON YUSEN KAISHA	On 25th October.
MARSEILLES, &c. via Ports of Call	ARABIA	Ger. str.	2 m.	B. H. W. Snow	HAMBURG-AMERIKA LINIE	On 25th October.
HAVRE & BREMEN & HAMBURG	KONIGSBERG	Ger. str.	2 m.	B. H. W. Snow	HAMBURG-AMERIKA LINIE	On 25th October.
HAVRE & BREMEN & HAMBURG	SEGROVA	Ger. str.	2 m.	B. H. W. Snow	HAMBURG-AMERIKA LINIE	On 25th October.
HAVRE & BREMEN & HAMBURG	MARBURG	Ger. str.	2 m.	B. H. W. Snow	HAMBURG-AMERIKA LINIE	On 25th October.
NEW YORK	STATE OF MAINE	Amer. ship	4 m.	B. H. W. Snow	DODWELL & CO. LIMITED	On 25th October.
NEW YORK via SUEZ CANAL	SATSUMA	Brit. str.	2 m.	B. H. W. Snow	BUTTERFIELD & SWIRE	On 25th October.
NEW YORK via SUEZ CANAL	GLENGYLE	Brit. str.	2 m.	B. H. W. Snow	BUTTERFIELD & SWIRE	On 25th October.
NEW YORK via SUEZ CANAL	LONGSHIPS	Brit. str.	2 m.	B. H. W. Snow	BUTTERFIELD & SWIRE	On 25th October.
NEW YORK via SUEZ CANAL	MANUEL LAGUNA	Amer. ship	4 m.	B. H. W. Snow	DODWELL & CO. LIMITED	On 25th October.
NEW YORK via SUEZ CANAL	CLAYBURN	Amer. ship	4 m.	B. H. W. Snow	DODWELL & CO. LIMITED	On 25th October.
NEW YORK via SUEZ CANAL	ADANA	Brit. str.	2 m.	B. H. W. Snow	BUTTERFIELD & SWIRE	On 25th October.
NEW YORK via SUEZ CANAL	ASAMA	Brit. str.	2 m.	B. H. W. Snow	BUTTERFIELD & SWIRE	On 25th October.
NEW YORK via SUEZ CANAL	EMERSON OF CHINA	Brit. str.	2 m.	B. H. W. Snow	BUTTERFIELD & SWIRE	On 25th October.
YANCOUVER via SHANGHAI, &c.	TARTAR	Brit. str.	2 m.	B. H. W. Snow	BUTTERFIELD & SWIRE	On 25th October.
VICTORIA, B.C. & TACOMA via SHANGHAI, &c.	OLYMPIA	Brit. str.	2 m.	B. H. W. Snow	BUTTERFIELD & SWIRE	On 25th October.
VICTORIA, B.C. & TACOMA via SHANGHAI, &c.	KINSHU MARU	Jap. str.	2 m.	B. H. W. Snow	NIPPON YUSEN KAISHA	On 25th October.
VICTORIA, B.C. & TACOMA via SHANGHAI, &c.	TOKA MARU	Jap. str.	2 m.	B. H. W. Snow	NIPPON YUSEN KAISHA	On 25th October.
VICTORIA, B.C. & TACOMA via SHANGHAI, &c.	TEREKAI	Brit. str.	2 m.	B. H. W. Snow	BUTTERFIELD & SWIRE	On 25th October.
VICTORIA, B.C. & TACOMA via SHANGHAI, &c.	INDRAPURA	Brit. str.	2 m.	B. H. W. Snow	BUTTERFIELD & SWIRE	On 25th October.
PORTLAND (OR.) & AMOY, SHANGHAI, &c.	HONGKONG MARU	Jap. str.	2 m.	B. H. W. Snow	NIPPON YUSEN KAISHA	On 25th October.
SAN FRANCISCO via SHANGHAI, &c.	GARLIC	Brit. str.	2 m.	B. H. W. Snow	BUTTERFIELD & SWIRE	On 25th October.
SAN FRANCISCO via SHANGHAI, &c.	STRATHGYLE	Brit. str.	2 m.	B. H. W. Snow	BUTTERFIELD & SWIRE	On 25th October.
SAN FRANCISCO via SHANGHAI, &c.	ROBERTA MARU	Jap. str.	2 m.	B. H. W. Snow	NIPPON YUSEN KAISHA	On 25th October.
SAID, NAPLES, GENOA, ANTWERP, BREMEN, HAMBURG, &c.	YAWATA MARU	Jap. str.	2 m.	B. H. W. Snow	NIPPON YUSEN KAISHA	On 25th October.
SAID, NAPLES, GENOA, ANTWERP, BREMEN, HAMBURG, &c.	CHINGTU	Brit. str.	2 m.	B. H. W. Snow	BUTTERFIELD & SWIRE	On 25th October.
SAID, NAPLES, GENOA, ANTWERP, BREMEN, HAMBURG, &c.	SOCOTRA	Brit. str.	2 m.	B. H. W. Snow	BUTTERFIELD & SWIRE	On 25th October.
SAID, NAPLES, GENOA, ANTWERP, BREMEN, HAMBURG, &c.	INABA MARU	Jap. str.	2 m.	B. H. W. Snow	NIPPON YUSEN KAISHA	On 25th October.
SAID, NAPLES, GENOA, ANTWERP, BREMEN, HAMBURG, &c.	SHINANO MARU	Jap. str.	2 m.	B. H. W. Snow	NIPPON YUSEN KAISHA	On 25th October.
SAID, NAPLES, GENOA, ANTWERP, BREMEN, HAMBURG, &c.	KASUGA MARU	Jap. str.	2 m.	B. H. W. Snow	NIPPON YUSEN KAISHA	On 25th October.
SAID, NAPLES, GENOA, ANTWERP, BREMEN, HAMBURG, &c.	YAMAGUCHI MARU	Jap. str.	2 m.	B. H. W. Snow	NIPPON YUSEN KAISHA	On 25th October.
SAID, NAPLES, GENOA, ANTWERP, BREMEN, HAMBURG, &c.	LOKANG	Brit. str.	2 m.	B. H. W. Snow	BUTTERFIELD & SWIRE	On 25th October.
SAID, NAPLES, GENOA, ANTWERP, BREMEN, HAMBURG, &c.	KIUKIANG	Brit. str.	2 m.	B. H. W. Snow	BUTTERFIELD & SWIRE	On 25th October.
SAID, NAPLES, GENOA, ANTWERP, BREMEN, HAMBURG, &c.	DENGAL	Brit. str.	2 m.	B. H. W. Snow	BUTTERFIELD & SWIRE	On 25th October.
SAID, NAPLES, GENOA, ANTWERP, BREMEN, HAMBURG, &c.	LOUKOON	Brit. str.	2 m.	B. H. W. Snow	BUTTERFIELD & SWIRE	On 25th October.
SAID, NAPLES, GENOA, ANTWERP, BREMEN, HAMBURG, &c.	TANAN	Brit. str.	2 m.	B. H. W. Snow	BUTTERFIELD & SWIRE	On 25th October.
SAID, NAPLES, GENOA, ANTWERP, BREMEN, HAMBURG, &c.	WUENGO	Brit. str.	2 m.	B. H. W. Snow	BUTTERFIELD & SWIRE	On 25th October.
SAID, NAPLES, GENOA, ANTWERP, BREMEN, HAMBURG, &c.	MAIDZU MARU	Jap. str.	2 m.	B. H. W. Snow	NIPPON YUSEN KAISHA	On 25th October.
SAID, NAPLES, GENOA, ANTWERP, BREMEN, HAMBURG, &c.	ANPING MARU	Jap. str.	2 m.	B. H. W. Snow	NIPPON YUSEN KAISHA	On 25th October.
SAID, NAPLES, GENOA, ANTWERP, BREMEN, HAMBURG, &c.	DAIIN MARU	Jap. str.	2 m.	B. H. W. Snow	NIPPON YUSEN KAISHA	On 25th October.
SAID, NAPLES, GENOA, ANTWERP, BREMEN, HAMBURG, &c.	CHANGSHA	Brit. str.	2 m.	B. H. W. Snow	BUTTERFIELD & SWIRE	On 25th October.
SAID, NAPLES, GENOA, ANTWERP, BREMEN, HAMBURG, &c.	HAUOONG	Brit. str.	2 m.	B. H. W. Snow	BUTTERFIELD & SWIRE	On 25th October.
SAID, NAPLES, GENOA, ANTWERP, BREMEN, HAMBURG, &c.	ROBERTA MARU	Jap. str.	2 m.	B. H. W. Snow	NIPPON YUSEN KAISHA	On 25th October.
SAID, NAPLES, GENOA, ANTWERP, BREMEN, HAMBURG, &c.	YUNBANG	Brit. str.	2 m.	B. H. W. Snow	BUTTERFIELD & SWIRE	On 25th October.
SAID, NAPLES, GENOA, ANTWERP, BREMEN, HAMBURG, &c.	SUNGKIANG	Brit. str.	2 m.	B. H. W. Snow	BUTTERFIELD & SWIRE	On 25th October.
SAID, NAPLES, GENOA, ANTWERP, BREMEN, HAMBURG, &c.	CHINGTU	Brit. str.	2 m.	B. H. W. Snow	BUTTERFIELD & SWIRE	On 25th October.
SAID, NAPLES, GENOA, ANTWERP, BREMEN, HAMBURG, &c.	KIUKIANG	Brit. str.	2 m.	B. H. W. Snow	BUTTERFIELD & SWIRE	On 25th October.
SAID, NAPLES, GENOA, ANTWERP, BREMEN, HAMBURG, &c.	LIGHTNING	Brit. str.	2 m.	B. H. W. Snow	BUTTERFIELD & SWIRE	On 25th October.
SAID, NAPLES, GENOA, ANTWERP, BREMEN, HAMBURG, &c.	CARINTHIA	Aus. str.	2 m.	B. H. W. Snow	BUTTERFIELD & SWIRE	On 25th October.
SAID, NAPLES, GENOA, ANTWERP, BREMEN, HAMBURG, &c.	TIENTSIN	Brit. str.	2 m.	B. H. W. Snow	BUTTERFIELD & SWIRE	On 25th October.
SAID, NAPLES, GENOA, ANTWERP, BREMEN, HAMBURG, &c.	KAGOSHIMA MARU	Jap. str.	2 m.	B. H. W. Snow	NIPPON YUSEN KAISHA	On 25th October.

## SHIPPING.

## ARRIVALS.

Sept. 24, BAKAN MARU, Japanese str., 320, F. Kawamoto, Moji 17th Sept. - AMOY, N. E. A. Muir, Pusan, 14th Sept. - SUGAR, JARDINE, MATHESON & CO.  
Sept. 24, DEUTEROS, German steamer, 1,601, F. H. Smith, Saigon 20th Sept. - RICE, - SIMMONS & CO.  
Sept. 24, KACHIDATE MARU, Japanese str., 2,347, S. Fujiki, Kutchinetsu 19th Sept. - COAL - M. B. KAISHA.  
Sept. 24, KONG BENG, German str., 862, Moller, Kotschichang 18th Sept. - RICE, - MELCHERS & CO.  
Sept. 25, DAIJIN MARU, Jap. str., 900, Ogata, Tamsui 21st Sept. and Swatow 24th, General - M. B. KAISHA.  
Sept. 25, ERIDAN, French str., 927, Ristorelli, Saigon 20th Sept. - General - MESSAGERS MARITIMES.  
Sept. 25, GERMANY, German str., 1,714, A. Bendixen, Sourabaya 15th Sept. - SUGAR, - JESSEN & CO.  
Sept. 25, GLENFARO, British str., 2,350, R. A. Donaldson, Saigon 21st Sept. - RICE, - MESSAGERS MARITIMES.  
Sept. 25, MAUSANG, British str., 1,643, Welsh, Sandakan 19th Sept. - Timber - JARDINE, MATHESON & CO.  
Sept. 25, M. JESSEN, German str., 710, J. Jessen, Hainan 24th Sept. - General - JESSEN & CO.  
Sept. 25, OLYMPIA, Amer. str., 1,720, J. Truebridge, Tacoma 24th August, General - DODWELL & CO. LTD.  
Sept. 25, PROGRESS, German str., 657, Meyer, Tientsin 22nd Sept. - General - SIEMSEN & CO.  
Sept. 25, ROSE, Dickinson, British str., 1,331, McDonald, Hankow 18th Sept. - Ballast - ARNOLD, KAMBERG & CO.

## CLEARANCES.

At the Harbour Master's Office.  
25th September.  
Anping Maru, Japanese str., for Swatow.  
Changchun, British str., for Amoy.  
Chowfa, German str., for Bangkok.  
Diamant, British str., for Manila.  
Fushun, British str., for Canton.  
Hongkong, French str., for Hoihow.  
Inaba Maru, Japanese str., for Kobe.  
Jacob Diederichsen, German str., for Hoihow.  
Kueiyang, British str., for Tientsin.  
Lokang, British str., for Canton.  
Suzarez, British str., for Samarang.  
Wingang, British str., for Canton.

## DEPARTURES.

25th September.  
ANPING MARU, Japanese str., for Swatow.  
CHOWFA, German str., for Bangkok.  
DIAMANT, British str., for Manila.  
EMPEROR OF JAPAN, British str., for Vancouver.  
FUSHUN, British str., for Canton.  
HONGKONG, French str., for Hoihow.  
JACOB DIEDERICHSEN, German str., for Hoihow.  
KWEIYANG, British str., for Tientsin.  
LOKANG, British str., for Canton.  
PENANG, British str., for Taku.  
SEARAY, British str., for Samarang.  
WINGANG, British str., for Canton.

## VESSELS IN DOCK.

24th September.  
Kowloon Docks - Canton River, Victoria, Georges, Valencia, Zaffro, Elcano, Changsha, Algo, Clara.  
Cosmopolitan Dock - Charterhouse, München.

## SHIPPING REPORT.

The British steamer Changsha, from Pusan (Java) 15th Sept., had moderate to light winds from S.E. to E. to the Equator; from thence to port moderate E. to N.E. breezes with fine, clear weather.

## VESSELS ON THE BERTH

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW.  
The Company's Steamship

"HAILONG."  
Captain Bathurst, will be despatched for the above port TO-DAY, the 26th inst., at 10 A.M.

For Freight or Passage, apply to  
DOUGLAS LARPAK & CO.,  
General Managers.  
Hongkong, 25th September, 1901. [2492]

## HAMBURG-AMERIKA LINIE.

FOR SHANGHAI.  
The Steamship

"LONGMOON."  
Captain Schull, will be despatched for the above port TO-DAY, the 26th inst., at 3 P.M., and is now ready to take cargo.

This steamer has superior accommodation for First and Second Class Passengers.  
For Freight or Passage, apply to  
SIEMSEN & CO.,  
Agents.  
Hongkong, 23rd September, 1901. [2418]

## AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR SINGAPORE AND BOMBAY.  
(In close connection with the Company's accelerated line to Trieste.)

THE Company's Steamship

"CARINTHIA."  
Captain Marochino, will be despatched for the above port TO-DAY, the 26th inst., at 3 P.M.

For information as to Passage and Freight, apply to  
SANDER, WIELER & CO.,  
Agents.  
Hongkong, 23rd September, 1901. [2326]

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR TAMSUI VIA SWATOW AND AMOY.  
The Company's Steamship

"DAIJIN MARU."  
Captain T. Ogata, will be despatched for the above ports on SUNDAY, the 29th inst.

For Freight or Passage, apply to  
TADA MITSUI BUSSAN KAISHA,  
Agents.  
Hongkong, 23rd September, 1901. [17]

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"LIGHTNING."  
Captain J. G. Spence, will be despatched for the above ports on TUESDAY, the 1st October, at 3 P.M.

For Freight or Passage, apply to  
DAVID SASSOON, SONS & CO.,  
Agents.  
Hongkong, 23rd September, 1901. [2398]

FOR NEW YORK.

THE 3/3 L.L.I. American ship

"STATE OF MAINE."  
Captain Colcord, will be ready to load on the 1st November for the above port, and will have quick despatch.

For Freight, apply to  
CARLOWITZ & CO.,  
Agents.  
Hongkong, 21st September, 1901. [2396]

## CANADIAN PACIFIC RAILWAY CO.'S

ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.  
"Empress" Twin Screw Steamships—5,000 Tons—10,000 Horse-Power—Speed 19 knots.

SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG.  
(SUBJECT TO ALTERATION.)

"EMPEROR OF CHINA," Comdr. R. Archibald, R.N.R., WEDNESDAY, 23rd Oct., 1901.  
"TARTAR," 4,425 Tons, Comdr. E. Beetham, R.N.R., WEDNESDAY, 6th Nov., 1901.  
"EMPEROR OF INDIA," Comdr. O. P. Marshall, R.N.R., WEDNESDAY, 20th Nov., 1901.  
"ATHENIAN," 3,882 Tons, Capt. H. Mowatt, WEDNESDAY, 4th Dec., 1901.

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VAN COUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIA TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9, and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIA STEAMSHIPS, (second to none in the world), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway route passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

\* SPECIAL EXTRA SERVICE.

The Company's Steamships "TARTAR" and "ATHENIAN" have now been placed on the Line between CHINA and JAPAN PORTS and VANCOUVER, as additional sailings, taking Cargo and Passengers for all points in CANADA and the UNITED STATES.

In addition to the excellent First Class Passenger accommodation, the "ATHENIAN" takes 2nd Cabin Passengers with accommodation unequalled on the Pacific, also Storage.

The "TARTAR" takes First Class and Storage Passengers only. The run is usually made between YOKOHAMA and VANCOUVER in 14 Days.

For further information, Maps, Guides, Books, Rates of Passage and Freight, apply to  
D. E. BROWN, General Agent,  
Pedder's Street. 10

Hongkong, 10th September, 1901.

## HAMBURG-AMERIKA LINIE.

## NORDDEUTSCHER LLOYD.

## OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, Oporto, LONDON, LIVERPOOL, GLASGOW, TRISTE, GENOA, PORTS in the LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.)

PROPOSED SAILINGS FROM HONGKONG.  
(SUBJECT TO ALTERATION.)

STEAMERS. DESTINATIONS. SAILING DATES.

ARABIA. HAVRE & HAMBURG. On 5th Oct. Freight.

KONIGSBERG. HAVRE, BREMEN & HAMBURG. On 19th Oct. Freight.

BAMBERG. HAVRE & HAMBURG. On 2nd Nov. Freight.

SEGROVA. HAVRE & HAMBURG. On 16th Nov. Freight.

MARBURG. HAVRE & HAMBURG. On 30th Nov. Freight.

For Further Particulars, apply to  
HAMBURG-AMERIKA LINIE,  
HONGKONG OFFICE,  
QUEEN'S BUILDINGS, No. 1. [195]

Hongkong, 12th September, 1901.

## NIPPON YUSEN KAISHA, LTD.

(THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS. DESTINATIONS. SAILING DATES.

INABA MARU. KOBE and YOKOHAMA. Friday, 27th Sept., at Daylight.

ROSETTA MARU. SYDNEY and MELBOURNE via MANILA THURSDAY ISLAND, TOWNSVILLE and BRISBANE. Friday, 27th Sept., at 4 P.M.

SANUKI MARU. MARSEILLES, LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO & PORT SAID. Friday, 4th Oct., at Daylight.

YAMAGUCHI MARU. MOJI, KOBE and YOKOHAMA. Tuesday, 8th Oct., at Noon.

SHINANO MARU. KOBE and YOKOHAMA. Friday, 11th Oct., at Daylight.

G. E. T. Cook. BOMBAY, via SINGAPORE and COLOMBO. Friday, 11th Oct., at Noon.

KAGOSHIMA MARU. MARSEILLES, LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO & PORT SAID. Friday, 18th Oct., at Daylight.

HAKATA MARU. NAGASAKI, KOBE and YOKOHAMA. Friday, 18th Oct., at Noon.

KINSHU MARU. VICTORIA, B.C. and SEATTLE. Saturday, 19th Oct., at 4 P.M.

F. J. Horton. U.S.A. via SHANGHAI, MOJI, KOBE & YOKOHAMA. Saturday, 2nd Nov., at 4 P.M.

YAWATA MARU. SYDNEY and MELBOURNE via MANILA THURSDAY ISLAND, TOWNSVILLE and BRISBANE. Saturday, 2nd Nov., at 4 P.M.

A. E. Moses. VICTORIA, B.C. and SEATTLE. Saturday, 2nd Nov., at 4 P.M.

TOKA MARU. U.S.A. via SHANGHAI, MOJI, KOBE & YOKOHAMA. Saturday, 2nd Nov., at 4 P.M.

S. J. G. Parsons. Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada, and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, First Floor, Chater Road.

Hongkong, 23rd September

VESSELS ON THE BERTH

OCEAN STEAMSHIP COMPANY.

FROM	OUTWARDS	DATE
GLASGOW and LIVERPOOL	"NESTOR"	On 1st October.
GLASGOW and LIVERPOOL	"LABETTES"	On 8th October.
GLASGOW and LIVERPOOL	"DARDANUS"	On 15th October.
GLASGOW and LIVERPOOL	"MACHAON"	On 22nd October.
GLASGOW and LIVERPOOL	"FROMETHEUS"	On 28th October.
GLASGOW and LIVERPOOL	"ACHILLES"	On 6th November.

FOR	HOMEWARDS	TO SAIL
LONDON	"AJAX"	On 1st October.
LONDON	"PYREHUS"	On 15th October.
LONDON	"GALCHAS"	On 22nd October.
LONDON	"NESTOR"	On 28th October.
LONDON	"MACHAON"	On 28th October.
LIVERPOOL DIRECT	"ULYSSES"	On 15th October.
LIVERPOOL DIRECT	"DARDANUS"	On 15th November.

The S.S. "ULYSSES" from GLASGOW and LIVERPOOL, has arrived, and will sail for SHANGHAI and JAPAN on 25th inst.

For Freight, apply to  
**BUTTERFIELD & SWIRE,**  
AGENTS O. S. S. Co.

Hongkong, 27th September, 1901.

CHINA NAVIGATION CO., LIMITED.

FOR	STREAMERS	TO SAIL
TIENTSIN	"KIUKIANG"	On 27th September.
SWATOW, AMOY, CHEFOO and	"CHANGSHA"	On 28th September.
NEWCHANG	"TSINAN"	On 3rd October.
SHANGHAI	"WOOSUNG"	On 4th October.
MANILA	"SUNGKIANG"	On 4th October.
LOILO and CEBU	"KAIFONG"	On 8th October.
MANILA	"CHINGTU"	On 12th October.

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried on board.

For Freight or Passage, apply to  
**BUTTERFIELD & SWIRE,**  
AGENTS.

Hongkong, 26th September, 1901.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.  
The Company's Steamship  
"YUENSHANG."  
Captain Balle, will be despatched at above TO-MORROW, the 27th instant, at 5 P.M. This Steamer has superior accommodation for First Class Passengers, is fitted throughout with Electric Light, and carries a Doctor.

For Freight or Passage, apply to  
**JARDINE, MATHESON & CO.,**  
General Managers.

Hongkong, 24th September, 1901.

NIPPON YUSEN KAISHA.

FOR MANILA.  
The Company's Steamship  
"ROSETTA MARU."  
3,411 tons gross, Captain T. Tait, will be despatched for the above port TO-MORROW, the 27th instant, at 4 P.M. This Mail Steamer is provided with superior accommodation and with all modern fittings and improvements for the safety and comfort of Passengers. Doctor and Stewardess carried. Return Tickets issued by this Company are available for return by steamers of the other Lines.

A. S. MIHARA,  
Manager.

Hongkong, 21st September, 1901.

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

TRANS-PACIFIC SERVICE  
TO  
VICTORIA (B.C.), SEATTLE AND TACOMA.

The Steamship  
"TEENKAI"  
4,642 tons, Commander H. C. Harris, is due here on 28th instant, and will have quick despatch.

For Rates of Freight and further Particulars, apply to  
**JARDINE, MATHESON & CO.,**  
Agents.

Hongkong, 25th September, 1901.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS.  
PLYMOUTH AND LONDON.  
Through Bills of Lading issued for BATAVIA, SINGAPORE, GULF, CONTINENTAL AND AMERICAN PORTS.

The Steamship  
"CHUSAN"  
Captain C. L. Daniel, carrying His Majesty's Mails, will be despatched from this for Bombay, on SATURDAY, the 28th September, at Noon, taking passengers and cargo for the above ports.

Silk and Valuables, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; and other cargo for London, &c., will be conveyed via Bombay with transhipment.

Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further particulars, apply to  
**H. A. FITCHIE,**  
Superintendent.

Hongkong, 16th September, 1901.

REGULAR STEAMSHIP SERVICE TO NEW YORK

VIA PORTS AND SUEZ CANAL.  
PROPOSED SAILINGS FROM HONGKONG.  
"SATSUMA" On 29th October.  
"KURISTAN" On 5th November.  
"LENNOX" On 20th November.  
"RICHMOND CASTLE" End of November.  
"OBONSA" End of November.  
"HILLOLEN" End of November.

For Freight and further information, apply to  
**DODWELL & CO., LTD.,**  
Agents.

Hongkong, 14th September, 1901.

VESSELS ON THE BERTH

U. S. MAIL LINES

PACIFIC MAIL S.S. CO. OCCIDENTAL & ORIENTAL S.S. CO.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE

VIA  
THE OVERLAND RAILWAYS AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

"GAELIC"	WEDNESDAY, 2nd October, at Noon.
"ALGOA"	On or about 5th October.
"CHINA"	SATURDAY, 19th October, at Noon.
"DORIC"	TUESDAY, 26th October, at Noon.
"PERU"	TUESDAY, 29th November, at Noon.
"COPTIC"	WEDNESDAY, 29th November, at Noon.
"CITY OF PEKING"	SATURDAY, 7th December, at Noon.

THE O. & O. S.S. Co's Steamship "GAELIC" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU on WEDNESDAY, the 2nd October, at Noon, taking Freight and Japan Passengers.

Steamers of these lines pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic Lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail route from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and other direct lines.

Particulars of the various routes can be had on application.

Special Rates (first class only) to European Ports, are granted to Missionaries, members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service officials located in Asia, and to European officials in the service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS. Special rates (first class only) are granted to Missionaries, members of the Naval and Military Services, and to Consular and Diplomatic officials of Governments of China and Japan.

RETURN PASSAGE.—Passengers who do not hold round-trip tickets but who have paid full first-class fare from ports of call in the United States, Canada or Europe, and re-embark at San Francisco or Honolulu for the return voyage at any time within twelve months, will be allowed a reduction of ten per cent. from fare, San Francisco or Honolulu, to original port of embarkation.

Passengers who do not hold round-trip tickets but who have paid full first-class fare from the United States, Canada or Europe, to a port of call in Japan or China and re-embark at such port of call for return voyage at any time within twelve months, will be allowed a reduction of ten per cent. from fare, San Francisco or Honolulu.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies and connecting Steamers.

Freight will be received on board until 5 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany each shipment of Cargo or Parcel (valued at \$100 gold or over) destined to ports beyond San Francisco in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

Merchant's Invoice will be sufficient for Cargo or Parcel (each shipment) when the value is less than \$100 U.S. gold.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

Hongkong, 25th September, 1901.

THE OSAKA SHOSEN KAISHA, LIMITED.

FOR ANPING VIA SWATOW AND AMOY.

The Company's Steamship  
"MAIDZURU MARU."  
Captain K. Saitaki, will be despatched for the above ports on WEDNESDAY, the 2nd October.

For Freight or Passage, apply to  
**THE MITSUI BUSSAN KAISHA,**  
Agents.

Hongkong, 19th September, 1901.

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE  
ATCHESON, TOPEKA AND SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM  
HONGKONG TO SAN DIEGO  
AND SAN FRANCISCO,  
VIA INLAND SEA OF JAPAN AND HONOLULU.

TAKING CARGO AND PASSENGERS  
TO JAPAN PORTS AND HONOLULU.

THE UNITED STATES,  
MEXICO, CENTRAL AND SOUTH AMERICA, &c.

S.S. "STRATHGYLE" On 10th Oct.

THE Steamship "STRATHGYLE" will be despatched for SAN DIEGO and SAN FRANCISCO via MOJITO, KOBE and YOKOHAMA on THURSDAY, the 10th October.

Through Bills of Lading issued to any point in the United States.  
Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel Packages will be received at the Office until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany Cargo destined to ports beyond San Francisco, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to  
**BUTTERFIELD & SWIRE,**  
Agents.

Hongkong, China and Japan.  
Hongkong, 24th September, 1901.

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbour:  
"CHRISTIE BURELL," British ship, Jetty.  
"HARVEY," American ship, Vanhook.  
"HARVEY," American ship, Vanhook.  
"HARVEY," American ship, Vanhook.  
"HARVEY," American ship, Vanhook.

For further information as to passage and Freight, apply to the Agency of the Company, Queen's Building.  
**GEO. ECKLEY,**  
Acting Agent.

Hongkong, 18th September, 1901.

VESSELS ON THE BERTH

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR TIENTSIN VIA SWATOW.

The Company's Steamship  
"LOKSANG."  
Captain Leach, will be despatched at above on SATURDAY, the 28th inst., at 3 P.M.

For Freight or Passage, apply to  
**JARDINE, MATHESON & CO.,**  
General Managers.

Hongkong, 21st September, 1901.

COMPAGNIE DES MESSEAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

STEAM FOR  
SAIGON, SINGAPORE, BATAVIA,  
COLOMBO, BOMBAY, ADEN, EGYPT,  
MARSEILLES, MEDITERRANEAN  
AND BLACK SEA PORTS.

LONDON, HAVRE, BORDEAUX.

PORTS OF BRAZIL AND RIVER PLATE.

ON MONDAY, the 7th October, 1901, at 1 P.M., the Company's Steamship "NATAL," Captain Boule, with Mails, Passengers, Specie and Cargo, will leave this port for MARSEILLES via BOMBAY.

This Steamer connects at COLOMBO with the s.s. "Tunkin," which vessel takes on her Passengers and Mails, leaving that port on the 15th October direct to Suez, Port Said and Marseilles.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon. Cargo will be received on board until 4 P.M. Specie and Parcels until 3 P.M. on the 6th October. (Parcels are not to be sent on board they must be left at the Agency's Office.) Contents and Value of Packages are required.

For further particulars, apply at the Company's Office.

P. DE CHAMPORIN,  
Acting Agent.

Hongkong, 24th September, 1901.

THE OSAKA SHOSEN KAISHA, LIMITED.

FOR FOCHOW VIA SWATOW AND AMOY.

The Company's Steamship  
"ANPING MARU."  
Captain S. Atsuta, will be despatched for the above ports on WEDNESDAY, the 8th October at DAYLIGHT.

For Freight or Passage, apply to  
**THE MITSUI BUSSAN KAISHA,**  
Agents.

Hongkong, 25th September, 1901.

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

FOR NEW YORK VIA SUEZ CANAL.

The Steamship  
"LONGSHIPS."  
Captain Moore, will be despatched at above on or about 15th October.

For Freight, apply to  
**JARDINE, MATHESON & CO.,**  
Agents.

Hongkong, 11th September, 1901.

FOR NEW YORK.

THE 3/4 A II American Ship  
"MANUEL LLAGUNA."  
will load during September and October, sailing about 25th October.

For Freight, apply to  
**SHEWAN, TOMES & CO.,**  
Agents.

Hongkong, 11th July, 1901.

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

(ROB. M. SLOMAN & Co., HAMBURG.)

FOR NEW YORK.

The full-powered Steamship  
"CLAVERDALE"  
will be despatched for the above port on the 5th November.

For Freight, apply to  
**CARLOWITZ & CO.,**  
Agents.

Hongkong, 21st September, 1901.

SHEWAN TOMES & CO.'S NEW YORK LINE.

FOR NEW YORK VIA SUEZ CANAL.

The Steamship  
"ADANA."  
Captain A. Smith, will be despatched for the above port on 10th November, 1901.

For Freight, apply to  
**SHEWAN, TOMES & CO.,**  
Agents.

Hongkong, 23rd September, 1901.

SHEWAN, TOMES & CO.'S NEW YORK LINE.

FOR NEW YORK VIA SUEZ CANAL.

The Steamship  
"ASAMA."  
Captain F. F. Bennett, will be despatched for the above port on the 15th December, 1901.

For Freight, apply to  
**SHEWAN, TOMES & CO.,**  
Agents.

Hongkong, 24th September, 1901.

HONGKONG.

Algoa, British steamer, 1,252, Hansford, Sept. 24, D. E. Brown.

Amigo, German str., 822, Hansen, Sept. 22, J. E. Brown.

Aristea, Austrian str., 2,208, Scoplinich, Aug. 29, Mitsui Bussan Kaisha.

Balkan Maru, Jap. str., 320, Kawamoto, Sept. 24, Japanese.

Calcutta, British str., 4,278, Bartlett, Sept. 23, Butterfield & Swire.

Carinthia, Austrian str., 1,734, Marochino, Sept. 24, Sander, Wieler & Co.

Changsha, British str., 1,463, Moore, Sept. 12, Butterfield & Swire.

Charterhouse, British str., 1,276, Joslin, Sept. 20, Chinese.

Chas. Taylor, Brit str., 1,292, Smith, Sept. 8, Japanese.

Elcano, American str., 510, Altona, Sept. 3, Brandao & Co.  
Eridan, French str., 973, Restarcoli, Sept. 25, Messageries Maritimes.  
Germania, Ger. str., 1,713, Bendixen, Sept. 25, J. E. Brown.  
Glenfarg, Brit str., 2,350, Donaldson, Sept. 25, Messageries Maritimes.  
Hailong, British str., 730, Bathurst, Sept. 24, Douglas Laiprak & Co.  
Herman Meuzel, Ger. str., 1,125, Shutt, Sept. 18, E. A. Trading Co.  
Isaba Maru, Jap. str., 6,000, Bainbridge, Sept. 24, Nippon Yusen Kaisha.  
Kaohide Maru, Jap. str., 2,347, Fujiki, Sept. 25, M. B. Kaisha.  
Kohshichang, German str., 1,291, Lous, Sept. 21, Butterfield & Swire.  
Kong Kong, German str., 885, Mollmann, Sept. 25, Butterfield & Swire.  
Lightning, British str., 2,122, Spence, Sept. 20, David Sassoon, Sons & Co.  
Leosok, German str., 1,020, Fuchs, Sept. 23, Butterfield & Swire.  
Macduff, British str., 1,882, Clegg, Sept. 22, Dodwell & Co., Limited.  
Mausang, British str., 1,643, Welsh, Sept. 25, Jardine, Matheson & Co.  
Michael Jensen, Ger. str., 710, Jensen, Sept. 25, J. E. Brown.  
Olympia, Brit. str., 1,720, Trubridge, Sept. 25, Dodwell & Co., Limited.  
Onsarg, British str., 1,787, Davis, Aug. 16, Jardine, Matheson & Co.  
Phraang, Ger. str., 1,021, Mangelorff, Sept. 24, Butterfield & Swire.  
Pioleia, German str., 875, Muller, Sept. 2, East Asiatic Trading Co.  
Progress, German str., 887, Meyer, Sept. 4, J. E. Brown.  
Richmond Castle, British str., 2,298, McDowell, Sept. 24, Dodwell & Co., Limited.  
Rosetta Maru, Jap. str., 3,575, Tate, Sept. 24, Nippon Yusen Kaisha.  
Robt. Dickson, British str., 1,331, McDonald, Sept. 25, Arnold, Koberg & Co.  
Takung, British str., 977, Baker, Sept. 22, Jardine, Matheson & Co.  
Trigona, British str., 1,008, Powell, Aug. 21, Arnold, Koberg & Co.  
Victoria, Swedish str., 969, Hellberg, Sept. 22, East Asiatic Trading Co., Limited.  
Victoria, American str., 3,112, Paxton, Aug. 1, Dodwell & Co., Limited.  
Yuenang, British str., 1,123, Helle, Sept. 24, Jardine, Matheson & Co.

SAILING VESSELS.  
Celeste Burrill, British ship, 1,764, Jeffry, May 29, Order.  
Geo. Valentine, French bk., 766, Harbert, Aug. 23, Order.  
Helen A. Wyman, Amr. ship, 1,864, Vanhook, Sept. 10, Arnold, Koberg & Co.  
I. F. Chapman, Amr. ship, 2,018, Chapman, Aug. 10, Arnold, Koberg & Co.  
Kentmore, British ship, 2,947, Bandy, Sept. 19, Standard Oil & Co.

CODE WORD: "DOCK" NAGASAKI.

A.I. A.B.C., Scots' and Engineering Codes Used.

DOCK No. 1 (at TATEGAMI).

Extreme Length... 528 feet.  
Length on Blocks... 513 "

Width of Entrance on Top... 89 "

Width of Entrance on Bottom... 77 "

Water on Blocks at Spring Tides 20 1/2 "

DOCK No. 2 (at MUKAJIMA).

Extreme Length... 371 feet.  
Length on Blocks... 350 "

Width of Entrance on Top... 68 "

Width of Entrance on Bottom... 53 "

Water on Blocks at Spring Tides 22 "

PATENT SLIP (at KOSUGE).

Can take vessels up to 1,000 tons gross.

THE WORKS are well equipped with the LATEST IMPROVEMENTS and can execute any kind of work in SHIPBUILDING and MARINE ENGINEERING as well as in REPAIRING OF SHIPS.

The COMPANY has a POWERFUL SALVAGE PLANT READY at SHORT NOTICE.

[1560]

NOW ON SALE.

IMPERIAL QUARTO ENGLISH AND CHINESE DICTIONARY.

WITH THE PUNTI AND MANDARIN PRONUNCIATION.

For comprehensiveness and practical service this work stands unrivalled. All the new words which the Chinese have of late years been compelled to coin to express the numerous objects in machinery, photography, telegraphy, and in science generally, which the rapid advance of foreign relations has imposed upon them, are here given in *extenso*. Each and every word is fully illustrated and explained, forming exercises for students of a most instructive nature. Both the Court and Pundi pronunciations are given, the accents being carefully marked on the best principle hitherto attained. The typography displays the success of an attempt to make the Chinese and English type correspond in the size of body, thereby effecting a vast economy of space, achieving a clearness not previously attained, and dispensing with those vast margins and vacant spaces which have heretofore characterized Chinese publications.

